

## The Passing of the Other Twin

THE last of two brothers called "the most remarkable twins in America" died the other day, at eighty-four, in New-Mass. He was Darius Cobb, and he and Cyrus Cobb never were separated for any length of time until the death of Cyrus Cobb in 1903. Working together, both gained fame as artists and sculptors, and "The Kansas City Star" relates interesting experiences of their careers, as follows:

"So striking was the likeness between the two brothers they were frequently, almost generally, mistaken for each other. No ordinary person could tell the differences between their photographs and very few between their persons."

"Not long after the death of his brother Darius told of the remarkable relationship: 'One-half of me is in heaven and the other half on earth. My brother is at rest, while I am left to battle alone.'"

"When we were three months old the doctor called one day and found mother looking sad. He said, 'Look up here, you women,' and to his surprise Cyrus's eyes were turned; he was downright cock-eyed and looking both ways for Sunday. Mother felt bad because we didn't look alike."



Darius and Cyrus Cobb, twins, who were great artists, and whose friends could not tell them apart

Some time later he called again and found mother happy. Looking at us he saw we were both cross-eyed.

### Both Straight

"A week later he returned and found mother again unhappy, for Cyrus's eyes were straight and mine were crossed. After a few days he called again and found mother very happy, for we were both straight-eyed, and we kept them straight ever since."

"At fourteen we went to work as cash boys in Boston. One day as I came in a door I saw Cyrus coming in at the opposite side of the store. I was glad to see him, for we felt the separation of a half hour. I grinned and he grinned in the same way; then I walked quickly forward, thrust out my hand and it struck a glass. I had been seeing myself in a large French mirror."

"At that time we intended to become musicians, and both of us played the violin. While in the store we made some bold drawings which were shown to a relative of Washington Allston, who had studied with that artist. This relative at once took us up and gave us studies to copy. From that time on we had a strong desire to go into the art."

**The Bargain**  
"At nineteen we went into business for ourselves, renting a studio with our father's help, the agreement being that we should paint all the family's portraits."

"At twenty-seven we enlisted in the Union army in the Civil War and there we were often accused of relieving each other at night on guard duty. When we returned we took up our art again, and at thirty-one we both married. Our wives were sisters, and our two families lived in the same house for many years."

"A large number of statues, busts and historic paintings were executed by Darius and Cyrus Cobb. Cyrus seems to have won his fame more through his statues and busts, while Darius leaned to paintings. 'Cyrus's masterpieces were 'The Little Bard,' his historic bas-relief of 'Washington and Miranda,' the bronze bust of General Butler and the bust of Paul Revere. The soldiers' monument at Cambridge, Mass., was designed and built by Cyrus Cobb, his design having been selected from forty submitted. 'The Master,' a painting of Christ, is said to be Darius Cobb's greatest contribution to art. Others of his widely known paintings are 'Christ Before Pilate,' 'Paul Revere's Ride' and 'The Last Comrade.'"

# Windmills All Round the World

"WINDMILLS Pictorial and Historic" is the heading under which a writer

in "The English Mechanic and World of Science" presents an interesting review of these motors of the past, which for many centuries filled the place now occupied by the more efficient, if less decorative, appliances of modern times.

In this article the writer traces the first English windmill as far back as 1191, and by the thirteenth century, he says, they had evidently become well established. There are numerous records of their existence at that time.

Their origin appears to be unknown, although one assumption is that they were introduced first into Central Europe from the Far East.

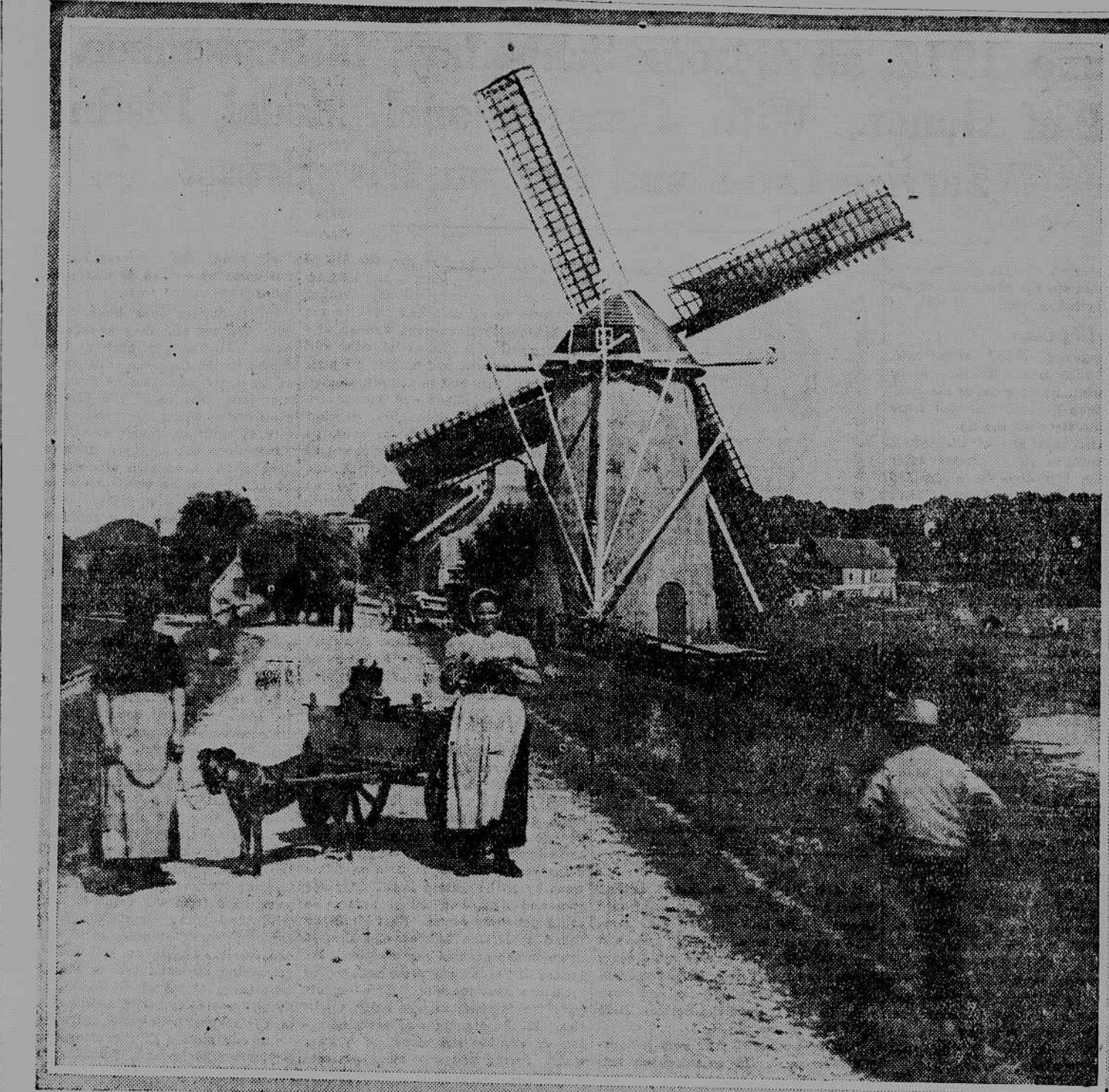
In describing and comparing the windmills of different countries, the writer refers to the general acceptance of the idea that Holland is the home of the windmill. This is not so, he says, except in so far as there are a greater proportionate number there than elsewhere. In his own words:

"It is not true as regards origin, nor the best development of them. It is a country notably flat, without water power on the seacoast, and requiring great pumping equipment for draining, etc. This early resulted in the great number of windmills there found and associated with that little kingdom. It is said that in early days there were 10,000 of them. The greater number of them were used for lifting water to drain the 'polders,' or meadows or lowlands, through the medium of a scoop wheel or Archimedes screw."

### Steam Drive

"Some of them can yet be seen and in use, with fat Dutch babies apparently ever on the edge of falling in the sluiceways, yet never doing so. Nearly all of these steam-driven government pumping stations. For saving wood, also, great numbers are yet used in the Zaan-dam district, where several hundred can be seen almost adjacent, a vista and a forest of windmills. And in the heart of the chief cities one yet sees here and there an old-time brick tower mill, probably 200 years old, a family heritage, with its clean and trim contained little Dutch windows, its individual name, such as 'The Admiral' or 'The Parrot' over the door, and its old coat-of-arms and carvings and touches of color; and such finds expression in his mills, where carving like the stern of an old galley and color stripings of all the rainbow are both tucked in and flagrantly added."

"The characteristics of the Dutch mill, however, is that of a thatch covering. It is said of them that there is also a code worked out so that by the position of the vanes as



One of the picturesque mills in the Land of the Dykes

left when shutting down, the long distance observer can read whether a carpenter is needed, or a baby has been born, etc., etc.

"Certain it is that the mills make fine elevations for flag flying on holiday occasions, for then the stanch colors of Holland will be found on the flagpoles atop the most of them. In noting the Dutch mills one cannot overlook the picturesque little 'petmoulen' or 'jaskers,' diminutive post-pumping mills for small fields only—that with long slender vanes seen through the haze or afar almost suggests one of the old rocs from Sindbad the Sailor, caught in the act of alighting."

### English Mills

"England, while numerically far inferior to Holland, is yet far in advance from the viewpoint of the fullest engineering development of this world's motor, as may be gathered from what has been said above as to the automatic shutters, tail

vanes, etc. The largest, the most varied and the most efficient are found there. Many fine examples of these mills can be seen, a few of which are still in operation. In the south of England there are plenty of old wooden structures of all forms—of which the turret is perhaps the most locally characteristic. This is a huge, or at least, large size post mill, often for some fine estate, with the base inclosed with a circular low or one-story building, used for storage, so that the external effect suggests a turret. In central England a good many of the tall brick tower mills yet stand.

"For picturesque, however, no country surpasses old France. There the mills are small; the huge towering structure of the Dutch and English is unknown. But one can find many of great antiquity, great variety of form and great charm. The type seems to be the true cylindrical tower, not tapering, with the cone top. In the racetrack at Longchamps,

near Paris, is an instance, while on the golf course at St. Lunaire, overlooking the seacoast, on the Channel, as in innumerable other places in the northern part of France, these little sentries of the past can be found.

"Picturesque as they are, however, they are not yet as much so as even an older and cruder form suggesting an old blockhouse. For above the stone first story is an overhanging wood second story, as so well illustrated at St. Braic. And in the Loire valley are the very unique hybrid mills, with the folding board vane arrangement already referred to, which at Saumur date back to 1682, as doubtless do the others of that not-to-be-found-elsewhere form.

### In Old France

"Of old post mills of the usual wood form France has plenty, of which the one on top of Montmartre in the Moulin de la Galette grounds is perhaps the most prominent. It

is one of the two or three remaining that were part of a dozen or more that crowned that hill in the early days, as shown in several views of old Paris. What changes it has seen in its 600 years of accredited age. In its timbers are shot and balls of the revolutions of 1814 and 1871. Within are the old bells and bunks and shrines of the generations of millers who operated it, one of whom is said to have been killed and quartered and hung on the four arms of his own mill by the successful assailants. In the same premises is a dear little miniature mill, which, with diminutive stones of but 18 or 20 inches in diameter, was used for grinding spices, in place of the usual grain for bread.

"In Belgium we find, in the main, the post and tower mills of Holland and the Netherlands; while in Germany, as well, the similarity to the Dutch mills is the only or chief characteristic. In Denmark and Sweden and in Iceland are the usual mills

of this section, excepting that their octagonal, typical squat grist mill nearly always has the Turk's head top instead of the irregular shape of Holland and Germany. And so pronounced is that that in Lawrence, Kan., where a mill was erected in 1858, with a Swedish top, inquiry developed that it was by Swedish immigrants. Iceland can claim probably the most northern mill ever erected, for in Reykjavik, a little isolated town of about 3,000 inhabitants, we find an old mill, probably the first and only motor in the early days in Iceland.

### Don Quixote's Mills

"There is greater picturesqueness—but, as usual, accompanied with less efficiency—in the southern part of Europe, as, for instance, in Spain. Here, aside from the jib flying mills of the Mediterranean, we find primitive construction, crude devices and even the clay water bottles, or jars, bound to a cumbersome wheel, slowly turning over by wind power, for lifting water for irrigation, similar to devices seen on the banks of the Nile—although there operated by oxen. And in Spain we tread the country where the ever immortal Don Quixote, despite the adjurations of the faithful Sancho Panzo, charged at full speed a flock of windmills on the plains of Montiel."

"The rude structures of Greece and Turkey, already mentioned, are so crude that often no device is provided for turning to the wind, but, on the contrary, four mills are sometimes built in a field, facing, respectively, north, south, east and west, so that whichever way the wind comes some power can be secured. It is, however, more likely that prevailing winds are so constant from one quarter there is but little use for a turning device, resulting in its omission."

"And so one can go the world over and find these old mills; to the Barbadoes, where they are still extensively used—and of English type—for crushing sugar cane; to Jamaica, where they once were; to Peru, where over 13,000 feet above sea level in the Potosi silver mining districts of past times—centuries past—old prints show mills of the manifest Spanish type operating stamps for crushing silver ore; to the St. Lawrence, where the early settlers, both French and English, left their imprint in the shape of old mills on several promontories and points; to Southern Illinois, where the German immigrants of the 1820s and 1830s brought with them the mills of the Fatherland, etc. In all quarters of the globe the world's chief motor for eight centuries can still be found."

"And in closing this review of old windmills there is no instance to which reference should be made of quite as much interest as the old mill at Newport, known to every American antiquary, and which some two or three generations ago was ingeniously ascribed to the Norse in the period of 1100 or thereabouts. This theory, while highly picturesque, was unfortunately chiefly in never having anything except surmise to back it up. Not a jot nor tittle of record or physical remains could be developed to substantiate it, and it has long since been practically dropped by most students of American history."

## Twenty-four Hours Less

THERE are plans afoot which will cut down the time now necessarily spent in travelling from New York to Paris. Of course, eventually we are to skim through the air in a day or so. But for the average American that experience may be a little remote. In the mean time, according to the Madrid correspondent of "The London Times,"

"Considerable interest is being manifested in Spain in two great railway projects. The first, already voted as a bill by the Spanish Senate, is for a direct line from Dax, in Southern France, to Algeiras, near Gibraltar. This line is a project of the English and French governments, and will form a link in the great railway from London to the Cape, the completion of which is now only a matter of time. This line across Spain will be of the interna-



tional and not of the Spanish gauge; it will be worked by electric traction, and will take the shortest possible route."

"Many schemes have been prepared, but, although the final decision has not yet been made on many points of detail, the broad principles have been agreed upon. The northern section of the line, from Dax to Madrid, to avoid unnecessary competition with the Norte Railway from Iran, will not touch the points of junction from which that line draws its chief goods traffic, but will pass direct through Pamplona and Soria. The southern section, in the plan which seems most likely to be approved, will for similar reasons take a straight course through a practically uninhabited part of the country."

"It is proposed to make only one stop between Madrid and Algeiras, at Cuenca, where—as the line will be, at first at any rate, a single one—the trains from the north and south will cross. The northern journey will be made in six to seven hours, as against the present thirteen from Iran to Madrid."

"The other line is designed to run from Vigo to the French frontier, probably at Hendaye, and is part of a great American project for developing the port of Vigo by the building of docks, warehouses, and all the equipment of a great commercial harbor. By this scheme the journey from New York to Paris can be shortened by twenty-four hours and its importance can be measured by the fact that its realization will give America a commercial entrance to Europe."

"The vast contracts connected with these schemes are already the subject of rival studies and investigations, and English firms purposing to take a part should lose no time in getting into touch with the conditions on the spot."

## Lloyd George Blooms in Rubber!



"PROBABLY no one," observes a writer in "The London Sketch," "has been illustrated more frequently than the Premier. He has been painted; he has been drawn; he has been caricatured times without number. He has even been seen as a Toby Jug." But it has remained for an enterprising rubber company in Isleworth, England, to immortalize Lloyd George in rubber. The above is the artistic product, which, as a toy, may possibly live to challenge in popularity the success of our own famous Teddy Bear.

## The Mayflower Was a Transport

LETTERS of John Eliot and a bill of lading, which have recently passed from their English owner into the possession of an American collector, through a Boston dealer, form an interesting find relative to the early settlers of New England, says a writer in "The Boston Transcript," who proceeds:

"These letters and the bill of lading supply evidence that many an old piece of furniture which family tradition says 'came over in the Mayflower,' and which statement has been received often with a lifting of the eyebrows may really have been in that historic ship which brought to the New World the ideas of a religious republic. To many a family in doubt as to the means by which their earliest American ancestors arrived in this country, now comes the knowledge that they may claim that their forebears 'came over in the Mayflower,' even though their names do not appear in Governor Bradford's accurate and authentic list."

"The letters which have just come to this country were written by John Eliot, the 'Apostle to the Indians,' to the Rev. Joseph Hammer, of Barnstable, England. The bill of lading which accompanied them was for goods supplied to Eliot through Hammer by an English friend named Spragot, who took a keen interest in the missionary work among the Indians. Its historical importance lies in the fact that it shows that the famous ship Mayflower was still engaged, in 1653, in the shipping trade with New England, but under Puritan ownership and with a Puritan captain."

Thus, thirty-three years after the Mayflower made its historic landing at Plymouth, it was bringing over goods and possibly passengers to assist in the building of a new world-saving empire, as the writer goes on to show:

"In 'Bradford's Journal,' under date of May 25, 1629, in a letter of Mr. Shirley to 'ye Govr' is an account of the second Leyden Company coming

over, stating 'With them we have also sent some servants in ye ship called the Talbot, that went hence lately; but these come in ye Mayflower.' So the North Atlantic trade appears to have been flourishing."

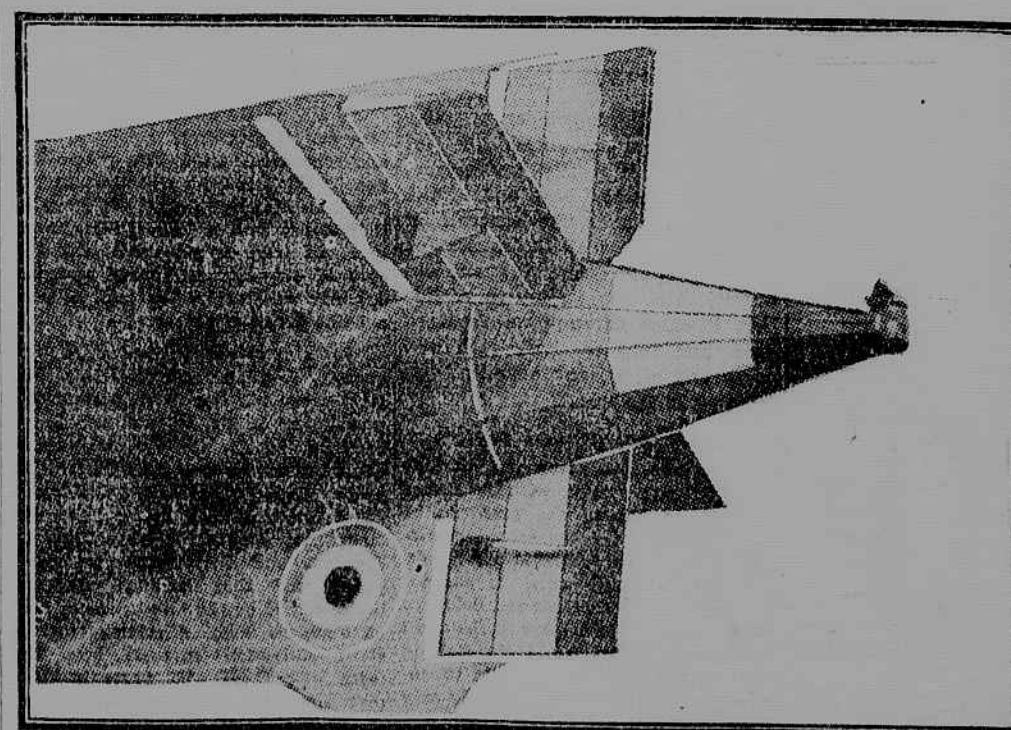
"The first of the Eliot letters shows that Eliot intended to make his converts graduate in 'civility' before admitting them to church membership, and accordingly his mission involved town planning and the organization of town life. The centre of this com-

munity spirit was to be the meeting house, upon which the Indians were engaged when Eliot wrote. But the apostle to the Indians had deeper motives. He proposed to erect a State upon the church and make 'the word of God their only magna charta.' He digresses to express his belief that it would be a good thing for England if they should 'take up that form of government, which is a divine institution,' but checks his utterances suddenly with 'but I forget myself.'"

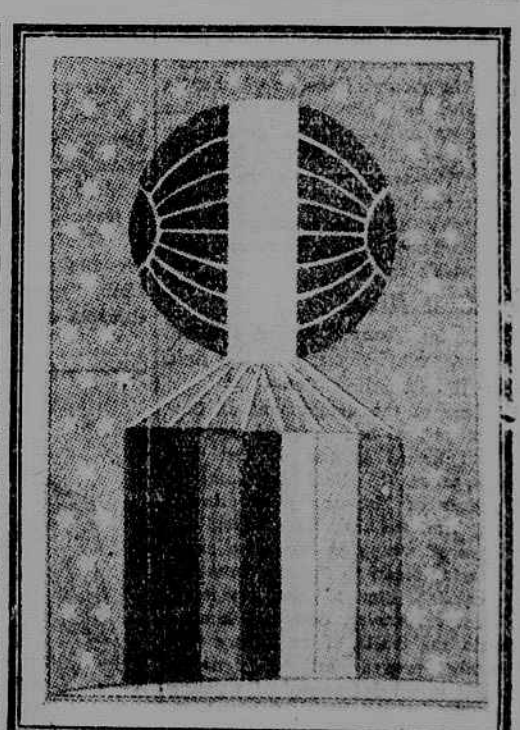
"It is noticeable, too, that the Puritan zeal for books and learning was strong on both sides of the water. Eliot bought books and begged books for himself and a colleague named Mahon, and the Devonshire churches, Exeter in particular, contributed his goods to come either from Barnstable or Bristol, and did not specify the Mayflower, but they could be sent by any vessel trading in Massachusetts Bay or the Newfoundland Banks."

## A Bit of Post-Bellum Impressionism

These pictures, with the accompanying captions, appeared recently in "Land and Water"



The tail of the R-33, the great British airship which was built for war, and will now be a factor in the development of aerial transport for peace purposes. Note the observation cockpit with observer



An American design for a flag to be used by the league of nations. The league would need to be very strong to survive the use of such an emblem. It would discredit almost anything